Glancing at Newport's Attractive hatchery. Villas and Yachts.

SAIL TO WOOD'S HOLL STATION

Examining the Greatest Fish Hatchery in the World.

ON NEW ENGLAND ROADS

Special Correspondence of The Evening Star.

WOOD'S HOLL, Mass., July 28, 1897.

The sail from Narragansett Pier to Newport on the new steamer "Manisees" in a strong southeasterly breeze and a rough sea is a voyage long to be remembered.

Leaving the pier the breakers dash in fury Leaving the pier the breakers dash in fury ever the huge wall at its outer end and the little steamer, rising like a cork, is tossed to and fro on the rolling seas, until, having turned, she is headed on her course across the bay and the long ground swell of old ocean is feit with increased vigor. Off to the left the black outlines of Whale Rock are seen occasionally as the enveloping spray releases its grasp and falls back with the receding waves. Directly ahead the lighthouse at Beavertail looms up at the outer entrance to Newport harbor, and far out on the right the Brenton Reef lightship tosses and rolls, its globe-like masts swinging rhythmically to the cadence of the sea. Farther inshore the precipi-tous heights of Castie Hill are approached and the fine villas of fashionable Newport greet the eye, while, as if to aid additional variety to the beautiful picture, the frowning walls of Fort Adams, relieved by the glorious stars and stripes far above them, guard the entrance to one of the safest harbors on the Atlantic seaboard.

Passing the lower end of Rose Island and heading directly into the harbor, the vessel ceases to roll, and the spectator is charmed by the view of the immense fleet of trim yachts, representing, as many of them do, the floating homes of America's millionaires. Conspicuous among them we recognized the Vigilant and the Navahoe and the ocean steam yachts Conqueror and Sultana of Vanderbilt and Drexel fame. Numberless other craft, showing how fond the American people are of marine lay at anchor near by, while the black of the natty government torpedo boat Por ter passed swiftly by, bound to the torpedo station at the opposite side of the harbor.

Tour of the Island Awheel.

Entering our dock near the New York Yacht Club station, we were soon off for a tour of the island awheel. Before leav ing the shopping district we stopped at the Pary to see the famous old mill, of which the oldest inhabitant knows not a word, and whose history lies buried in the ashes of long ago. The solidity of its tow-ering walls bids fair to render it an object of interest for centuries to come. Passing by the old church and up a shaded avenue, the first of the long procession of magnificent villas is seen, and soon the more nota ble of these wonderful residences appear in infinite variety. In many cases the high walls hide the beauty of the costly man-sions from the public view, but there are enough left to fill every want and to spare. Arriving at the costly marble fence in-closing Cornelius Vanderbilt's palatial villa, "The Breakers," we passed down the private street to the ocean front, where the full meaning of the name is at once ap-parent. The long, rolling waves dash high upon the massive cliffs, throwing the spray over the smoothly rolled path bordering the estate. To keep these twelve acres in proper order Mr. Vanderbilt employs thirteen landscape gardeners, and the effect of their handiwork is seen in the beautiful have for any mere machine. The horse is lawas, choice flowers and playing fountains which have transformed this villa into a summer paradise. The massive residence is horse

Continuing our tour, we passed farther down the main avenue the beautiful white marble mansion of Mrs. O. H. P. Belmont, with its fantastic iron gateway and walls. Along Lake View avenue the marvelous house of Mr. Belmont is seen, and throughout Newbort the student of architectur may find represented nearly every type from the earliest days of handsome dwell ings to those of the present time.

Ride to Fall River.

Our ten-mile ride was soon over, but well repaid for our brief visit to this million aires' wonderland, we embarked on the steamer King Philip for the hive of American industry, the city of Fall River, which produces annually the third largest supply of textiles in the world. The ride from the edge of the city to its center is remarkably hilly, but having reached the main street and the vicinity of the city hall just as the shades of night were falling, we were warmly welcomed by the members of the Fall River Indian Club and our evening's stay nearly assumed the character of an ovation, so dially were we greeted and entertained. It was with regret that we pedaled out of Bedford, but we were due at Wood's Holl at 10:30, and necessity knows no law. A notable sight on our ride through Fall River was the throng of workers on their way to the mills long before the inhabit-ants of the capital city are leaving the realms of dreamland. The twin towers of the huge Friends' Church were passed at over the smooth road to New Bedford, and the run was especially attractive to us for the variety of the scenery en route, a succession of woods, parks and lakes, with midway another cluster of busy mills

# Sail to Wood's Holl.

Arriving at Union street, New Bedford. we passed the old First Church, with its tvy-covered belfry, and then some of the newer buildings and handsome houses along this well-shaded thoroughfare. At the pier we hastily boarded the steamer Narragansett just as the whistle blew and the gangplank was bauled in.

the picturesque harbor and by the gigantic Wamsutta mill and the lighthouse on the right, we were soon among the white caps again, our appetites sharpened by the morning's ride and the crisp salt breezes from broad Buzzard's Bay. The ungarrisoned post at Clark Point looms up majestically through the mist, and, nearly thirteen miles ahead, the dim outlines of Grassy Island ledge, the southern extrem-ity of Cape Cod, are barely discernible. An hour's run, however, brings the steamer well across the bay, and the narrow en-trance to the beautiful little settlement of Holl, the headquarters of th largest fish-hatching station in the is reached. At some points in the tortuous channel, just within the harbor's mouth, the jagged reefs nearly touch the er's sides, but through the skill of the pilot Nobska Point is weathered, and we are within the land-locked bay.

The large buildings and plant of th center of interest here, and thither wheeled, or rather raced with a wind at our backs blowing at the rate of forty-

### eight miles an hour. Wonders of the Hatchery.

We halted at the main building where the hatcheries are located, and were soon un mindful of the gale out of doors as we were shown the wonders of the hatching industry as revealed by the microscope. The lebster egg, only one day old, exhibits ar amazing variety of color and form, and many other specimens show in this manner how much science has done to prevent the extermination of our valuable food fishes, which would have certainly occurred to many cases but for the efferts of the fish

To speak of 65,000,000 cod eggs, 75,000,000 lobster eggs and 85,000,000 flatfish eggs, to-gether with a vast number of eggs of the tsutog, mackerel and sea bass, taken and distributed by this station since November 1. 1896, will perhaps convey some idea of the immensity and perfection of its operthe immensity and perfection of its opera-tions. The apparatus for hatching the cod-eggs is especially interesting, consisting of a large number of cylindrical boxes, through which, by a siphon arrangement, the sea water is continually circulating, each box holding 400,000 eggs, about one-tenth of an inch in diameter. The live eggs float, and to remove the dead ones the cur-

BY WHEEL TO BOSTON rent of water is circulated through the upper portion of each box, the live eggs passing through the siphon into the ad-

Collections in the Museum. Across the hall from the hatching room is the museum, containing a remarkable cellection of fish in alcohol, as well as a large collection of native fish-eating birds and sea weeds. Of the many hundred specimens of fish in jars, the most conspicuous and interesting were the sea ravens, moon fish, skates, sting rays, sharks, including the curious hammer-headed shark; conger eel, an enormous specimen as large as a man's thigh; cod, hake, haddock and other food fishes; the remarkable oceanic tile fish, exterminated by natural causes; lump fish, goose fish, or angler, with its huge mouth; the remora, or sucking fish, parasitic on the shark; flatfish and flounders gaicee, torpedo, or cramp fish, so named for their electric properties; the Portuguese man-of-war, with its curious floating air suck acting on the water as a sali; squid

vicinity of Wood's Holl is very complete, comprising, as it does, the beautiful American elder duck and king elder, the curious loon, or great northern diver, and the smaller red-throated merganser, the comprising the complete red-throated merganser, the complete red-throated merganser, the complete red-throated merganser. mon puffin, with its capacious bill; the lorg-tailed jaeger, parasitic and pomaine jaeger, sheerwafers, gannets, murres, auks and other similar birds. The romantic stormy petrel, or Mother Carey's chicken, so familiar to the traveler at sea; numercus varieties of cormorants, ducks, herons, kinglishers, phalaropes and terns; the great herring gull, or sea gull, and kittiwakes and other gulls are of great interest to the

um, the attention is at once attracted by the curious sea robin, with its peculia hand-like fingers, crawling along the bot-tem and sides of the tanks, and instantly changing color from white to black or vice versa. Among the other fish swimming in the aquarium were fine specimens of the tautog, sea bass, chogset, scup, white perch, mummichogs, swell fish, toad fish. hake, and the slow-moving lobsters, from the largest size to the baby lobsters just from the hatchery. In the aquarium outside the buildings were forty hungry-looking sharks, or dog fish, swimming rapidly around the inclosure. The government may well be proud of its work at this important station, and apart from the beauty of its supregulating it is well worth a visit. The surroundings it is well worth a visit. The view of Martha's Vineyard and Nantucket sound from the observation tower on Nobs-ka Point is one of the features of Wood's Holl, and forms a charming marine pano-

Nearing His Destination.

Off again by the afternoon boat, we recrossed to New Bedford as a shower obscured the land from view, but on arrival we courageously pushed on toward our journey's end, fifty-four miles distant, until, after several hours' hard riding over the muddy and uneven roads, we were compelled to halt at dusk by the breaking of a heavy storm when only a few miles from Taunton and twenty-three miles from New Bedford by the road we had followed over this rolling country. It was too wet for a comfortable camp, so we sought the shelter of a big, New England barn, where we were cogilis quartered for the rest of the we were cozily quartered for the rest of the night. We were determined to reach Boston on the morrow without regard to the existing gale, but we were too tired to worry about that, and a soft hay mow is not so bad after all.

OTIS B. GOODALL.

The "Autocar" Not Wanted. From the American Machinist.

The true answer to the question as to whether or not the world wants the automobile car is probably that it does and it does not. It seems to be quite clear that the world does not want the present car, second only to the human form divine in the spectacular and the picturesque. The horse is in no danger of being supplanted summer paradise. The massive resource is said to have cost \$3,000,000, and it is a fitting tribute to the refined tastes of its owner.

The chief paradise. The massive resource is an in the danger of being supplanted except by an abler and a better servant, and this the "autocar" must prove itself before it comes to be wanted.

The chief paradise.

The objections to the present "autocar," of it, all the objections residing in no single machine, but some of them being found in each, are, all together, too numerous to mention, and many of them are fatal. They cost too much, or they are too heavy, or they are noisy, or they have an unpleasant jar, or a bad smell, or they will not run satisfactorily at different speeds and with different loads, or they are only good for the smoothest roads, or they cannot climb hills, or they cannot run far enough with-out giving out, or they require too much attention and special and trained skill to

It is not a difficult thing to imagine an able features, and it can scarcely be deried thing' cheap, handy, always ready and which any one can use without anxiety or which any one can use without anxiety or discomfort, would certainly make its way into common use, and only after its gen-eral and complete adoption would it be safe to say that it was wanted. That it will not in this way eventually be wanted we have not the hardlhood to suggest.

rom the Chautauouan.

Women, perhaps more than men, are benefited by wheeling. Before the blcycle was perfected, horseback riding was the only outdoor exercise of the kind suited to feminine needs, and good, gentle, sound riding horses were hard to find, expensive to buy, and still more expensive to take care of, so that few women kept one. Good bicycles, although costly, seem to be within the means of almost every person; at all events hundreds and thousands of womer and girls who never could have owned a horse go gally over our streets and roads on bleycles that are quite equal in price to any but the finest Kentucky steeds. The good effect of this change from sedentary ndoor life to free and exhilarating exer cise in the open air is already quite notice-able even to the casual observer. Prejudice has rapidly given way before the fascinat-ing progress of what at first seemed but the fad of an hour, and we have already become accustomed to seeing sunbrowned faces, once sallow and languid, whisk past us at every turn of the street. The mag netism of vivid health has overcome conservative barriers that were impregnable to every other force. And this is, let us hope, but the beginning of a revolution, humane and soundly rational, which will bring an era of vigorous physical life to

# He Waited.

From the Philadelphia Press.

A small boy cyclist was riding without a light and was stopped by a park officer who asked him in gruff tones where his light was. "Why, it's here," exclaimed the rider in

"Yes, but it's out," solemnly asserted the

atrolman.

"Well, it was lighted at that last turn."
"Sonny, it's cold; couldn't have been ghted this evening," triumphantly anounced the officer.
"Hugh! That thin metal cools in a minighted

ute. I'll light that lamp and wait until it gets red hot, put it out, then ride to the next corner and back, and when I return "All right, try it," assented the acute The boy lighted the lantern, walted until

it grew red hot, turned it out, and started and that kid is going yet.

# Swift Conclusion.

From the Pittsburg Chronicle-Telegraph. Mrs. Snaggs (reading)-"The giraffe has tongue eighteen inches long." Mr. Snaggs—"The giraffe must be the William Jennings Bryan of the animal

Mental Effects. From the Chicago Record. "Chubbs seems completely prostrated by

the heat." "Why, he comes down to business al right."
"I know; but I can't get him to talk

"Want" ads. in The Star pay because they bring answers.

joining box, and then the remaining water is drawn off and the worthless eggs re-noved before a new supply is placed in the



Last Sunday was an excellent day for road riding. It was quite warm, yet the roadsters do not seem to mind the heat, unless the thermometer reaches an abnormally high mark. Unlike the preceding Sunday not a drop of rain marred the beauty of the entire day, and the cycling fraternity took advantage of the occasion The dog days commence tomorrow, according to popular superstition. The heat of August is generally the worst for cycle riding. According to the conjecture of the weather tomorrow will be warm, and just how near right the conjecture is remains to be seen.

The League of American Wheelmen meet will open at Philadelphia Tuesday. The city of brotherly love will be the mecca of several hundred local bicyclists during the week. The official train of the local division will leave the Pennsylvania depot at 6:30 o'clock Tuesday evening, and at Philadelphia, as has been published in The Star, the headquarters will be established at the Lafayette House. While some of the cyclists will leave the city at an early date, there will be some who will not make the trip until later in the week, the racing which is a feature of the meet, being held the last two days of the week.

The Century Club did not make a run to Ashton last Sunday. Lieutenant O'Connor changed the run to the Conduit road, the weather being so extremely warm that the boys preferred the shortest run possible. While this part of the club was taking life

Century Cycle Club.

easy a great many other members were out on the road hustling for mileage. Capt. Ed. S. Byrnes, with Edward Green and E. H. Monroe, the latter a member of the Centurions, left the city Saturday night for a thirty-mile run in Virginia. They had one of the most enjoyable trips that was possible to be made. The road was in rather bad condition, but despite this fact the three riders made good time. They re-

three riders made good time. They returned home Sunday afternoon.

Charles H. Coons, the president of the club, one of the few bicycle club presidents that do any hard riding, started on a century with the Maryland Club of Baltimore. Among the riders was Samuel Warren, the Maryland record breaker for long distance riding. All finished in fine shape. George W. Wright started out behind Harry Park in his record-breaking attempt between this city and New York last Sun-day. He paced Park to Baltimore.

forward with great success. The work is being done quietly, and everything will be in shape when the club decides the date. Louis Anderson, who has been suffering from the result of a fall a couple of weeks ago, is improving nicely, and hopes to be

out on the club runs shortly.

Four applications have been received by the acting secretary, R. T. Posey, during the past two weeks, and one acted on—that pects to see him in the first bunch Secretary Frank Hourigan is still away on

stating he was in Montreal Canada George Wright leaves tomorrow for month's vacation down the Potomac. The Centurions are fast reaching the limit, there being only two more members needed to fill out the list. It is expected that two applications to make the will be handed in some time before the

next regular meeting.

The club in ends to pick out four mem bers s on and form a polo team. The names of the riders have not been decided on as yet. Next winter the club will have a basket ball team, and when the Century boys take hold of any kind of sport they generally finish to the front.

There is some talk among the members of getting a club room this fall, but Captain Byrnes and others are opposed to all the road to Ashton the other evening endeavoring to pace some one, and he now has his face touched up lovely.

Bobby Williams is rolling off centuries weekly, with his chum Stevenson a close

Arlington Wheelmen.

Last Sunday Messrs, Broadbent, Hardng, Edmonds, Rawlings, Potts and Dykeman paid a flying visit to President Gettinger and wife at Wellington, Va., which is seven miles distant from Manassas Messrs. Potts and Dykeman rode the entire fistance awheel. while the balance of the party tock the train to Manassas. The boys were entertained in excellent style.

The next regular meeting of the club, which ordinarily would be held Tuesday evening, has been postponed until after the league meet at Philadelphia. At 6 o'clock Sunday morning, July 18, Capt. Frank C. Potts gathered his proteges

together, and, after supplying part of them with ham and eggs, called the roll, and found that Murphy, Quinn, Rawlings, Walker, Terry, Harding, Miller, Larcham, Mayer, Robertson and Broadbent were there ready to move toward Shadyside. Marl-boro' was reached at 8.15 by all of the boro' was reached at 8:15 by all of the party except Rawlings, Larcham and Mayer, who concluded that the sky was too full of aqua pura for them, and a dry ride was the only thing that would satisfy their Sunday desires. After a wait of half an hour at Marlboro' Old Sol threw two or three rays into the quiet little vil lage, which gave the boys a lot of encour agement. So they mounted their wheels and commenced to move toward the bunch of dinners that Mr. St. Clair had agred to prepare for them. Four miles out of Marl boro' rain commenced to drip from the clouds. The boys pushed along until they clouds. The boys pushed along until they found a farmer who owned a cow and was willing to sell the milk thereof at twenty

eached five miles from Shadyside, and a boat ride of ten miles to Bay brought them into a dry country met the moist crowd at Bay Ridge, and simply smiled at them. But there was one thing they had to admit, and that was, there are few Arlingtons who never turn down one of Capt. Potts' runs.

Capital Bi. Club. cond of the series of ladies' runs of the Capital Bi. Club was held last evening. The destination was to Chevy Chase the route being through Rock Creek Park and Broad Branch road to Chevy Chase circle; thence return by way of Tenleytown road and Woodley lane. Quite a number of riders of the fair sex went out on the trip, and a very enjoyable ride was made. The start was made at 6:30 p.m., from the club house.

The long-looked-for run to Atlanta will be commenced this evening. Capt. Allen and Messrs. Leaming, Coston and Mattingly will ride the entire distance, while

Messrs. Boteler, Allen, Dr. J. Bart Hills, and several others will ride a greater por tion of the journey. For several months those who contemplate going have been studying the topography of the country and have picked out a route which it is hoped will clear them of the mountains, and at the same time give them better roads than if the coast line was followed. On account of the bad condition of the road between this city and Leesburg, another route may be taken at the start. The trip will carry the riders through the Shenandoah valley and westward as far Shenandoah valley, and westward as far as Nashville, Tenn., from which point the ride south will be made. The members will make a regular vacation of the ride, and will be gone two or three weeks, and possibly longer.

There was no club run scheduled for last Sunday, though a good many of the club members took individual rides to different places of easy access from the city. Washington Road Club.

The run of the Washington Road Club for tomorrow is to Brookville, starting at 9 o'clock in the morning from the club house, 1224 F street. It is quite likely that not many members will go cut on the run, as a large number are out of the city. No run of the club was made last Sun-

No run of the club was made last Sunday, there being but few riders in the city. Quite a number of the club members will go over to Philadelphia to attend the league meet. Some of the boys will leave tonight. Moran, the speedy rider, who is still somewhat stiff from the fall at Staunton, Va., last Friday, will most likely go over this evening. He will endeavor to capture one or more of the amateur national championships. Messrs. L. B. tional championships. Messrs. L. B. Graves and William Jose will leave the early part of next week, while a number of other members will leave later in the

A. A. Bolden, who was slated last Sun day to make an attempt to break the Washington-Baltimore record, is not a member of the club, as has been published. Capt. Joe Prince, who is spending the summer at Atlantic City, will be present at the league meet.
William Jose returned to the city during

the week from a bosiness trip through Virginia and West Virginia.

Miles Cycle Infantry. It is understood that a court-martial will shortly be held, at which a number of the members of the Miles Cycle Infantry will be tried for failing/to turn out in the practice marches of the command, and not giving a suitable excuse for their non-apat the request of Lieut. Weaver, who is the acting captain, who failed to have more than one-half the membership on a recent practice march.

A business meeting of the company will be held this evening at the National Guard

Armory, at which routine pusiness will be Licut. Weaver has applied for a leave bsence for three months, contemplating a trip north, where he has some business to perform. During his absence, and until the return of Capt. Wiggin, Lieut. T. R.

J. Campbell will be in command. Mt. Pleasant Athletic Club.

The annual excursion of the Mount Pleasant Athletic Club will be held next Thursday evening. Marshall Hall will be the objective point. The committee in charge consists of Robert H. Young, chairman; Kendall O. Dwyer, W. B. Appleby, George Fisher and W. H. Snyder. From present prospects the club will carry down quite a arge crowd, and the excursion will be one of the most enjoyable of the season.

The yachting trip of a number of the members of the club will most likely be resent a committee in charge of the trip. The club members will be gone for nearly three weeks, and will cruise as far as Annapolis and Bay Ridge, stopping at all of the prominent landings both going and

While it has not been definitely announced, it may be that E. M. Wilson, the speedy rider of the club, will go to Philadelphia nxt week and participate in the champion

Eastern Athletic Club.

There was a special meeting of the East ern Athletic Club held recently, at which the cycling contingent of the organization was reorganized. A number of suggestions were made and considerable business of importance transacted. William H. Wright was elected captain and E. P. Gooding elected lieutenant. The rew officers pronise to revive interest in the cycle corps The club has left its old quarters and

secured a new location, which is more convenient and commodious. The new home is located at 427 8th street southeast. At the last meeting of the club ten new opplica-tions for membership were filed. The in-terest in the club is being revived and new life and energy shown.

Gossip.

The Eclipse polo team, consisting of T. J. Reed and Harry Dodge, visited Colonial Beach Thursday and played a match game of polo with the Blue Grass team, composed of Messrs. Baker, and Haines. There were two innings played, lasting eight minutes, and the former team won by the score of 3 to 1. The contest was played on the floor of the casino, which was covered with sand. The game was arranged through the efforts of Dr. Evans, who is conducting the hotel at the place, and it was witnessed by a large number of people. The Eclipse fear, would be glad to receive challenges from all other bicycle polo teams in the District or vicinity. All communications should be addressed to T. J. Reed, 2121 Pennsylvania avenue northwest.

Levant Cycle Club. The Levant Cycle Club will take a ru

tomorrow to Great Falls, starting from the club house at 641 Pennsylvania avenue southeast at 9 a.m. Most of the boys will leave the city this evening for the place. The members of the club and their lady The members of the club and their lady friends gave a run last Tuesday evening to the Riaito Cycle Club, which was a grand success in every detail. The threatening weather, however, prevented them from covering the route contemplated. The party left the club house at 6:30 p.m., with about thirty couples in line. The route was up Pennsylvania avenue to 17th street, returning by way of Massachusetts avenue to 11th street southeast, and thence up the

Pennsylvania avenue to 17th street, returning by way of Massachusetts avenue to 11th street southeast, and thence up the avenue to the club house.

The club rooms were so profusely decorated with plants and cut flowers that the walls of the rooms could hardly be seen. This work was performed by the artistic hand of Mr. Shine. After a few musical slections, refreshments were served, the tables being profusely decorated with La France and American beauty roses and

carnations, which were distributed as favors among the ladies who were seated.

Those present on the run were Misses
Annie Frech, Edith Fordnam, Marie Hall, Annie Frech, Edith Fordnam, Marie Hall, May Seville, Aspasia Prosperl, Montgomery, Bertha Herrell, Annie Hutchinson, McGill, Annie Prosperi, Mr. and Mrs. Pollock, Mr. and Mrs. Fryer, Mr. and Mrs. Altiman, Mr. and Mrs. Scott, Mrs. Horace Bell, Miss Robinson, the Misses Hurdel, Miss Belt, Miss Lithgow, Miss Allen, Miss Poole, Miss Reinhart, Miss Keefer, Messrs. George Frech, George Libbey, Louis Frech, William Brearly, Roy Woodington, W. B. Lindsay, Charles Michael, Fred Buckler, Frank Glatzico, Robert Weaver, William Jacobs, Charles Weaver, Andrew Marschalk, Lee L. Herrell, James Castelle, Ed. Hutchinson, William Norris, Lawrence Hutchinson, William Norris, Lawrence Camp, John H. Shine, Charles Grace, W. K. Larrimore, J. Percy Toyston, Charles Montgomery, George Reinhart and William

Ball Bearing Cycle Club.

The Ball Bearing Bicycle Club has rented the hall at the corner of 7th and N streets northwest, and meets on Tuesday evenings At the regular meeting of the club held last Tuesday evening the election of officers occurred, and the following were installed in office: President, W. Woodward; secretary, J. T. Duffy; captain, F. Buck.
The run scheduled for tomorrow is to Shadyside. The start will be made from 15th and H streets northeast at 5:30 a.m.

Golden Rod Wheelmen. Leaving the headquarters last Sunday morning at 9:30 o'clock the Golden Rod Wheelmen made their run to Ashton, returning at a late hour in the evening. The roads were in fair condition, and with the intense heat of the sun made the ride long and tiresome. The hot sun forced two of the wheelmen to abandon their wheels and seek shelter under a large shady tree near the roadside. They remained there over an hour, and the other club members, of course, waited for their comrades. The two finally succeeded in making the trip and returning home in somewhat better condition. It was decided then by the club not to take any more long trips until cooler weather arrived.

The club made a short run to Suitland Park last Wednesday evening. The trip was enjoyed by all the members, as the

evening was cool and pleasant. Returning home at an early hour the club meeting was held, and adjourned at a late hour. Captain Willard has called a run to Alexandria, Va., tomorrow morning, leaving the headquarters at 64 C street northwest at

Rialto Cycle Club Twenty of the Rialto Club, escorted by

twenty-four of the Levants, took a run through the city last Tuesday. The next run will start from the residence of Mrs. Scott, 649 B street northeast. for Cycle Cottage next Wednesday. Tomorrow the club will go to Bay Ridge. The Rialtos will entertain the Levants shortly. A committee has been appointed to select a suitable design for a club button,

Machinery in Dairying. From the Kansas City World.

Separating machines are now in use among dairymen, and these machines are growing popular in dairy circles. A dairyman says:

"When we get our milk in the morning we take the portion that is to be used for cream and butter purposes and place it in a temporary vat, located near the separator. To temper the milk it is heated to 60 degrees. The tube that connects the tempering vat with the separator is opened and the hot milk is then allowed to drip into a round steel bowl, which revolves from left to right at a rate of 8,000 revolufrom left to right at a rate of 8,000 revolu-tions per minute. The centrifugal force sends the milk surging up and down the

"The cream separates entirely from the milk, and when it reaches the top of the bowl for the third time it escapes into the ur per spout and runs from there into a can which is placed under the spout for its reception. The skimmed milk, instead of rising as the cream does the rising as the cream does, takes a down-ward course and escapes by way of the lower tube.

"A six horse-power engine will separate 2.500 pounds of milk per hour. Every per tion of the fatty matter is extracted from the milk. After the cream leaves the separator it is cooled to 35 degrees, and in twelve hours it has 'ripened' sufficiently to go to the consumers. This makes the cream twelve hours fresher when it reaches

It appears that Mr. Bassett is quite a bi-

He Wanted to Trade Back. From the Pittsburg Press.

cycle rider and spends considerable time on his wheel. As he whirled along the country roads near his farm his riding was greatly admired by a simple-minded youth, who frequently laid aside his hoe and gazed at the flying wheelman in open-mouthed wonder. The boy finally got the bicycle fever and one day offered Mr. Bassett a cow for his wheel. The offer was accepted,

now for his wheel. The offer was accepted, and the exchange made.

The next day the verdant youth initiated to mysteries of learning to himself into the mysteries of learning to nimself into the mysteries of learning to ride the bike. Temporary success emboddened the young man, causing him to grow reckless while showing off before the neighbors. He finally lost control of the bike, and with a blood-curdling yell went over a 20-foot embankment. The bike was completely demolished and the boy went home in a dilapidated condition. The next day he appeared at Mr. Bassett's house home in a dilapidated condition. The next day he appeared at Mr. Bassett's house with the remains of the wheel carefully nailed up in a box. Depositing his burden on the ground he said "he guessed he'd take back his cow." Mr. Bassett told him he was a bad guesser. Falling to get the cow and realizing that the bicycle was permanently disabled the how wandered sadly

An Inducement. From the Kansas City Journal.

A Kansas farmer who simply could no get harvest hands, put this sign upon his

blonde and genial. Cabinet organ music in the evening. Pie three times a day. Three spoons of sugar with every cup of coffee. Hammocks, feather beds or leather divans at your option for sleeping. Rising hour 9 o'clock in the morning. Three hours' rest at noon. Come one, come all."

William Good-"It's shocking the way

# THE RACING WORLD FOREIGN CYCLE NOTES

This season, more so than ever, match races seem to be the rage. Already a number of events have been run off, and more are on the schedule, with the prospects of still larger increase before the season fully winds up. The match events are not necessarily confined to short distances, but middle and long-distance racing is also included. Those races which have been arranged are as follows:

July 31-Michael vs. Charles Hadfield, ten miles, paced, Newark, N. J.

No date arranged-Fred Loughead vs. A. C. Mertens, mile heats, best two in three, triplet paced, for side bet of \$200 each and large purse offered by Charles River Park. No date arranged-Michael vs. A. C. Mertens, twenty-five miles, paced, Chicago.

August 7-Michael vs. Lucien Lesna, thirty-three miles, purse of \$2,000, side bet

of \$250, paced, each man with own pace-makers; Charles River Park track.

August 25-Bald, Cooper and Kiser, best two in three, mile heats; purse of \$1,000; Charles River Park

No date arranged—Bald, Cooper and Kiser, best two in three, mile hears for

Kiser, best two in three, mile heats, for purse of \$1,000; Manhattan Beach track. September 6-Cooper vs. Joe Patchen, Washington Park track, Chicago; prob-

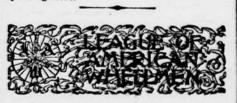
September 6-Bald, Cooper and Kiser, best two in three, mile heats, purse not settled upon; Washington Park mile track,

A purse of \$2,000, the largest ever offered for a bicycle race in America, will be given in a professional handicap race of two miles at the Quill Club meet, on Manhattan Beach track, September 4 and 6. The heats will be decided on Saturday, and the final on Monday (Labor day), and the winner will receive \$1,000, the second man \$250, the third \$100 and the fourth \$50. The balance of the money will be divided among the placed men in the heats. The entry list for this event is expected to be the greatest on record. Entries will close on August 21.

Fred C. Fairly and P. C. Wright of Colorado Springs have established a set of new

rado Springs have established a set of new American tandem road records. The Cen-tury Road Club of America has accepted the following records: Five-mile straight-away, 11:36 3-5; ten-mile straight-away, 23:35; fifteen-mile straight-away, 36:42; twenty-mile straight-away, 50:17; twentyfive-mile straight-away, 1:03:40; fifty-mile standard course, 2:21:10; seventy-five-mile straight-away, 3:45:00; 100-mile standard course, 5:14:38.

The leading professional racing men are enjoying a prosperous season. Competi-tion among the race-promoting clubs to se-cure the best riders is causing big purses to be offered in the all-professional events. The rules on the state and national circuit meets demand full value cash purses, and are inciting a keen rivalry among the big riders to secure the lion's share of the spoils. Although the racing season has not yet progressed very far, the income derived by some of the men is large. While the first prizes are the most coveted, the place men fare generously. Jay Eaton, the pro-fersional, cleared nearly \$300 in two days' racing out in NewJersey last week. The fact that this sum was realized in three races indicates that for fast riders the bicycle racing game is a remunerative business In twelve days of racing on the New York state circuit last month E. C. Bald won \$725, Tom Cooper \$325, F. A. McFarland \$320 and F. F. Goodman \$230. With a great many riders these sums figure as clear profit. In five days' racing on the national circuit Tom Cooper won \$860, which averages over \$100 a day. At the recent three-day meet, held at Racine, A. C. Mertens, the St. Paul man, cleared \$400. Tom Cooper won \$410 at this meet and \$250 at the Springfield tournament. Including all the Springfield tournament. Including all the big races throughout the country, the pro-fessional riders are earning more money in purses this season than in any previous year. The bicycle racing season lasts for six months, and it is fair to assume that in that period this year ten or twelve riders will earn from \$5,000 to \$10,000. The riders classified as second-raters will readily ear from \$2,500 to \$3,500 in purses this year.d-raters will readily earn Sporting Life.



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The local division again passed another state this week, Washington now being five members behind in numbers, and the local division taking charge of the eighteenth place. The next state ahead in numbers is North California, with ninetynine more members, but this will be pulled down shortly if the members will keep on recruiting at the same rate as hereto

L. A. W. Hotels.

There are hotels in almost every town in the country appointed by the L. A. W. who give members of the L. A. W. a reduction in rates upon presentation of league membership ticket. It is often asked if it makes any difference whether the reduced rate is allowed if a member is not accompanied by the wheel. This makes not a particle of difference, the only requirement being that you present the membership card, no matter how many times you may visit the same hotel or how well known a part of the agreement with the that they request you to show your ticket

Great preparations are being made by the District riders for the meet. All members are talking about it, and a big crowd is going up, already members having requested Mr. Gettinger, the chairman of the

Lengue Century. All of the clubs are talking of entering

for the century, and it is going to be the cycling event of the year. Some of the clubs were not going to enter because they misunderstood the rules, thinking that a small club would not have the same chance as a large one, but as the limit is fixed so that no less than twelve members can start, which leaves no limit over that, so as many from any one club can join and still all will have the same advantage, as it will depend upon the number of start-ers and the number of the survivers out of each club as to which will get the prize. Another thing not understood was whether each member of a club who survived the century would be presented with a medal. Each person who survives will be given a "survivor's medal," whether a club member, unattached or an L. A. W. member. While the century is given under the auspices of the L. A. W., it is not limited to L. A. W. members, but any rider can enter, and if he carries out the rules of the century will be given proceed. tury will be given one of the medals, and it will be one which they will be proud to receive.

Wm. Burke, jr., 1419 G street northwest;

C. W. Cochran, 1421 Q street northwest; William H. Burk, 1322 5th street northwest; H. Eugene Holdridge, 1015 14th street northwest; Guy E. Maudlin, 1300 Pennsylvania avenue; Duncar McDonald, 3310 17th street northwest; Francis Nye, 936 O street street northwest; Francis Nye, 135 O street northwest; Felix A. Van Reuth, 20th and K streets; Courtney Acton, P. O. 606 King street, Alexandria, Va.; James F. Carlin, P. O. 315 King street, Alexandria, Va.; Ashby Miller, P. O. 323 South Washington street, Alexandria, Va.; J. Lawrence Perry, P. O. 317 South St. Asaph street, Alexandria, Va.; Clarence R. Howard, P. O. box 140, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandrea, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South box 140, Alexandria, Va.; Clarence C. Leadbeater, P. O. 213 South Pitt street, Alexandria, Va.; Robert L. Ames, United States patent office; Hugh Bell, 1909 G street northwest; Harry A. Beck, 920 20th street northwest; Harry F. Clark, clerks' box; G. G. Dennison, 725 3d street; J. F. Donohoo, 725 3d street; E. E. Ewell, 3644 13th street; W. P. Hayler, M. D., 511 East Capilol street; Frank C. Horigan, 2508 P street northwest; Thomas Lynch, 2458 Brightwood avenue; J. C. Proctor, 1648 Huron street; Frank H. Thomas, 1625 R street northwest.

Elucidated.

Teacher-"Tommy, can you more fully xplain the adage, 'Old men Tommy—"It means that the old the quarreling and then let the yo do the fighting."

To avert disaster in the mountainous portions of France, the Tourist Club has caused to be constructed safety nets, which are suspended in dangerous places. Four days after one of these nets was swung a cyclist's life was saved, he falling into it instead of into a gorge below. Something of this sort should be provided by the township of Guttenberg, as cyclists riding up and down the Guttenberg hill from the ferry are in constant peril of being mangled by falling on the rocks below.

The first bicycle ever seen in Morceco is now astonishing the natives. The pioneer cyclist is an Englishman, who is obliged to use a specially strong machine, as the roads in Morocco are very bad.

An English cycle paper commenting on the cyclist's thirst, says that, notwithstanding the enormous percentage of cy-clists among the population of England, his thirst, even if he be a man abstainer, is essentially a temperate thirst. A statisti-cal summary of a thousand cyclists' drinks shows that nearly three-fourths were nonalcoholic beverages.

M. Bourrillon recently won the champion-ship of France on the Seine bicycle track in Paris. There were thirteen heats run to reduce the field and pick the starters in the final. The successful ones who met at the tape for the final struggle were Piette, Nessman and Bourrillon. Bourrillon had the race well in hand for all four laps. Bourrillon's riding is said to recall in the minds of the Frenchmen the wonderful work of A. A. Zimmerman when the American raced abroad. The French have an effective way of making their leather saddles comfortable,

which is well worth copying. They soak the leather throughly in water until it is perfectly bliable, then they ride on it till it is dry, protecting their clothing by a temporary covering of some waterproof material. When the process is completed the leather is exactly fitted to the rider, and correspondingly context side. correspondingly comfortable.

A new cycle tax for the benefit of cyclists who live in Milan came into force in June.

It amounts to about \$4 per year. The mu-nicipal wiseacres have hit upon this method of keeping down the cycling craze in the The first duel on wheels occurred not long since in Spain, between Messrs. Moreno and Perez, who both were members of the Granada Cycling Club, and it ended fataliy for the latter. Accompanied by their sec-onds, they wheeled out some distance on the road to Malaga, to a secluded spot. There, posted 700 feet apart, at a sign, they wheeled toward each other, each directing his machine with his left hand and brandishing in his right that terrible knilof Spain-the navaja. At the first lash Perez pierced the left arm of Moreno, but at the third encounter Moreno thrust his knife into the breast of Perez, who in a few minutes died from internal hemor

ship his luggage from point to point at small cost. The postal systems abroad, un-like curs, do an express business, so far as the size of the mail carried is concerned. Valises are carried as well as letters, and one is sure to find the luggage ahead of one at the destination. As a matter of fact, little luggage need be carried, for the bicycle costume is seen all over Europe now, and attracts no attention at the hotels. galleries or other public places.
Romford, England, claims the champion

The cyclist who does Europe awheel can

fat men's bicycle club, 224 pounds being the minimum admission weight. In a New Zesland bicycle, designed great-

ly to increase the driving power, the cranks are much shorter than usual, and, in-tead of terminating in a pedal, has at the end a small roller fitted into a slot in a long lever, which has for a fulcrum a stud at-tached to the back fork. The pedal is at-tached to the lever, the short crank being carried around by pressure on the pedals. The up-stroke is very quick, and the down stroke slower but very powerful.

### PERSONAL PARAGRAPHS

Fred Titus says there is one event on the national meet race program which he especially desires to collar, and that is the five-mile professional national champion-

Otto Zeigler, the California racer, con-

emplates visiting Australia in the fall to race. The fact that he is not recognized by the L. A. W. may debar him from compe-

George McLeish, who went over to France last fell with Tom Butler, as trainer for the season. McLeish started in with Eaton on the New York state circuit. John S. Johnson and Art Stackpole, the

trainer, did not remain together long. They parted just after the Chicago meet. John son is at his own expense and is in close quarters, so the report says. His sickness has cost him dear, and in these days his former good name counts for little. He must first demonstrate that he has really returned to form. Johnson is probably as unfortunate a circuit chaser as has been seen in some years.

The membership in the League of American Wheelmen continues to increase, and the prediction made by President Potter that it will reach 100,000 before the end of the year may be verified. The new members for the week number 1,960, making a total to date of 87,530. A race across the continent from Provi-

dence to San Francisco between a bicycle and a tandem for a wager of \$2,500 will start on Monday, August 9, from the city start on Monday, August 9, from the city hall, Providence. John W. Glenn of Brook-lyn will ride the bicycle, and Bert Mills and William A. Brady, the theatrical manager

sanction from the L. A. W. for a bicycle neet, to be held on the grounds of the Asbury Park Athletic Association on Tuesday, August 3. Brady has received assurances from Bald, Cooper and Kiser that they will be there on that date, and Jimmy Michael has been secured to race against time. On the day previous these riders will race at Trenton. Ex-Champion Jim Corbett will also compete in the bicycle events. cle events.

H. R. Steenson is said to carry a kero-

sene can on the circuit, which he keeps well filled with liniment. The manner of filling filled with liniment. The manner of filling the can was a mystery until lately, when one of the men found the Swede emptying the contents of a borrowed bottle of rubbing stuff into it. It would seem that Steenson employed the begging means to fill his can, and one of the men declares that he now has over twenty different mixtures in his can. Steenson has been winning of late; he beat Fred Loughead three times at Trenton, and it may be the result of this great mixture. He secures the results of all twenty varieties.

sults of all twenty varieties.
All the long-distance bicycle matches arranged for Jimmy Michael have been canceled, and after this the Welshman will confine himself to short sprints only. Mi-chael recently changed from his 120 gear to one of 105, and the pacemakers that have been employed for his work have been released. In private trials, not only on the Charles River Park track, but in Buffalo and New York Michael has shown. and New York, Michael has shown wonder-ful ability as a sprinter. He will imme-diately be ready to ride against the best men in America, and is open to meet any sprint racer in the world for a match race

Education and Teeth. From the London Telegraph, Education is playing sad havoc with the

teeth of modern generations. So an experienced dentist in the West End says, and he ought to know. Formerly decayed teeth were generally attributed to a secret fondness for bon-bons, but the idea is, it appears, quite a mistake. In fact, sugar is rather nourishing than otherwise. The truth is, that the ancient sturdy square iaw of the English race is changing through lessons and book learning to an angular or V-shape, which presses the molars one upon the other, does not give them room to grow, and will in time prevent some of them cut-ting at all. Indeed, this catastrophe is not infrequent already. In many cases the original teeth are becoming less in number than they ought to be, and often the "wisthan they ought to be, and often the "wisdomers" fall to appear. This, in an "educated jaw," is lamentable. The new facial form is, according to the dentist, much cultivated by ladies, who find that it is popular among gentlemen. The latter like women with the "educated" angle of chin, which generally carries with it pearly, but very frail teeth. If the specialist be right, this process of selection, aided by further lessons and more study, will, in the course of time, produce a race without any teeth at all. Then will the dentist make for tunes, for people will require complete are